 FLD 152

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

SECRET

SECURITY INFORMATION

COUNTRY	USSR	REPORT	
SUBJECT	Information on the Baykal-Amur Railroad Line	DATE DISTR.	9 September 1953
		NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. [redacted] railroad line [redacted] extended from Tayshet (N55-57, E98-02) eastward to Khabarovsk (N48-30, E135-06), via Bratsk (N56-05, E101-40), Zayarsk (N56-11, E102-52), Ust Kut (N56-46, E105-40), and Komsomolsk (N50-35, E137-02). At Khabarovsk, the line joined the old line to Vladivostok. In early 1950 the railroad line was completed as far as Ust Kut. Work on the construction of the line was also done from Komsomolsk toward the west, so that in mid-February 1950 there was a gap of only about 500 km. The line was provided with one Soviet-gauge track, but the roadbed was wide enough for a second track.[1] Steam locomotives operated on the new line, and there were no indications that it would be electrified. Locomotive stations and water and coaling points were established at Bratsk and Zayarsk, and presumably also at Ust Kut. Bratsk and Ust Kut were the most important junctions on this line.

2. [redacted] new railroad and road bridge under construction over the Angara River near Bratsk. The steel truss bridge, which was started in 1948 and completed in October 1951, was about 1000 meters northeast of Bratsk. It carried one Soviet-gauge track and rested on 14 concrete piers. Its inside length was about 950 meters, its overall length about 1100 meters and its width about 12 meters. The individual spans were 60 to 70 meters long. The structure was 11 meters above stream at mean water, 10 meters at high water, and 13 to 14 meters at low water. At the bridge the river was 800 to 1100 meters wide, depending on the height of the water level. The river bottom presumably consisted of gravel; the northern bank of the river was steep and rocky; the southern bank was sandy and flat. There were iron ice breakers at each pier.[2]

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STATE	x	ARMY	#x	NAVY	x	AIR	#x	FBI		AEC			

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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1. [redacted] Comment: [redacted] the roadbed is too narrow for this line to be double tracked.

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2. [redacted] Comment: Information on the construction of a railroad bridge over the Angara River near Bratsk was transmitted previously. [redacted] The information contained in the present report conflicts with the reference. This applies particularly to the number of piers. In the reference it was stated that the bridge had six piers, whereas in the present report it is stated that it has 14 piers. It appears that reference is more reliable than the present report, as its informant worked on the construction of the bridge. The information that the bridge was completed in October 1951 appears credible.

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